

[POWER COMMANDER V]

2015 Ducati Scrambler

Installation Instructions



PARTS LIST

- 1 Power Commander
- 1 USB Cable
- 1 Installation Guide
- 2 Power Commander Decals
- 2 Dynojet Decals
- 2 Velcro strips
- 1 Alcohol swab
- 1 Posi-tap

THE IGNITION MUST BE TURNED OFF BEFORE INSTALLATION!

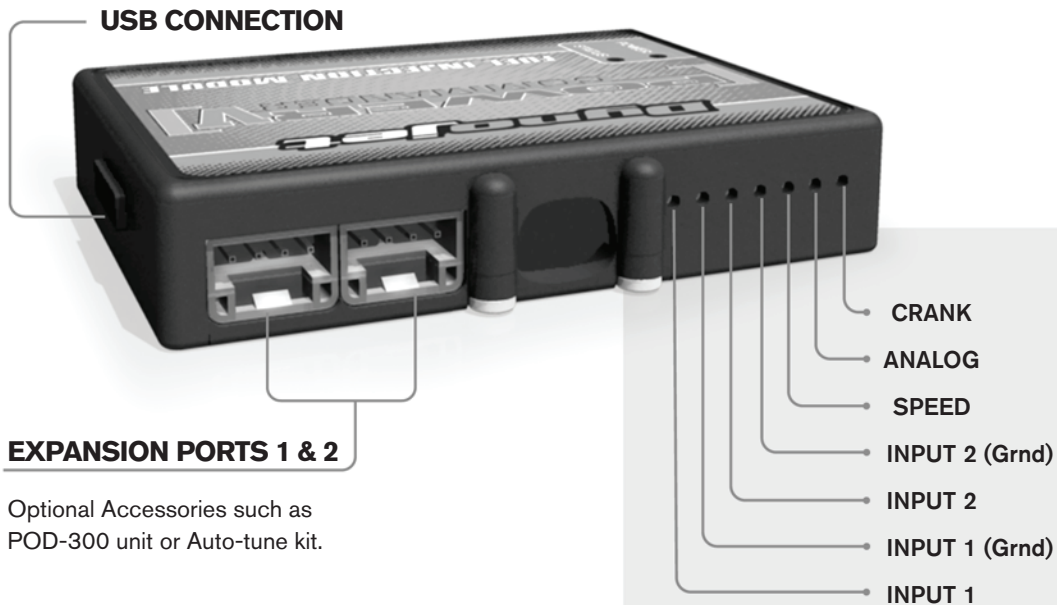
THE LATEST POWER COMMANDER SOFTWARE AND MAP FILES CAN BE DOWNLOADED FROM OUR WEB SITE AT:
www.powercommander.com

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

Dynojet

2191 Mendenhall Drive North Las Vegas, NV 89081 (800) 992-4993 www.powercommander.com

POWER COMMANDER V INPUT ACCESSORY GUIDE



Wire connections:

To input wires into the PCV first remove the rubber plug on the backside of the unit and loosen the screw for the corresponding input. Using a 22-24 gauge wire strip about 10mm from its end. Push the wire into the hole of the PCV until it stops and then tighten the screw. Make sure to reinstall the rubber plug.

NOTE: If you tin the wires with solder it will make inserting them easier.



ACCESSORY INPUTS

Map -

(Input 1 or 2) The PCV has the ability to hold 2 different base maps. You can switch on the fly between these two base maps when you hook up a switch to the MAP inputs. You can use any open/close type switch. The polarity of the wires is not important. When using the Autotune kit one position will hold a base map and the other position will let you activate the learning mode. When the switch is "CLOSED" Autotune will be activated. (Set to Switch Input #1 by default.)

Shifter-

(Input 1 or 2) These inputs are for use with the Dynojet quickshifter. Insert the wires from the Dynojet quickshifter into the SHIFTER inputs. The polarity of the wires is not important. (Set to Switch Input #2 by default.)

Speed-

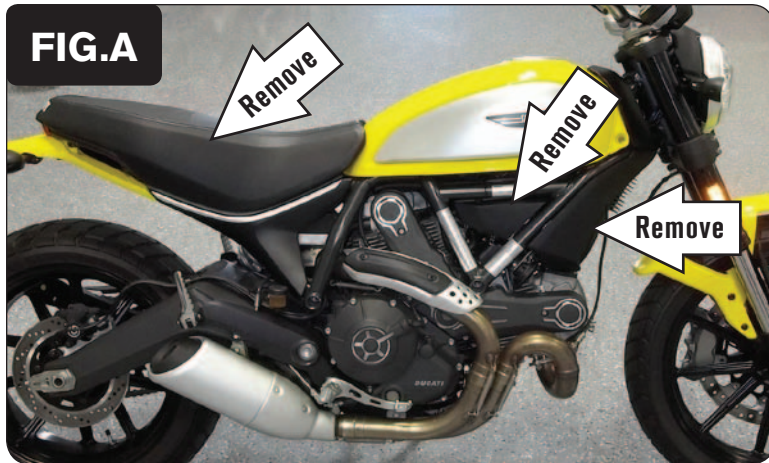
If your application has a speed sensor then you can tap into the signal side of the sensor and run a wire into this input. This will allow you to calculate gear position in the Control Center Software. Once gear position is setup you can alter your map based on gear position and setup gear dependent kill times when using a quickshifter.

Analog-

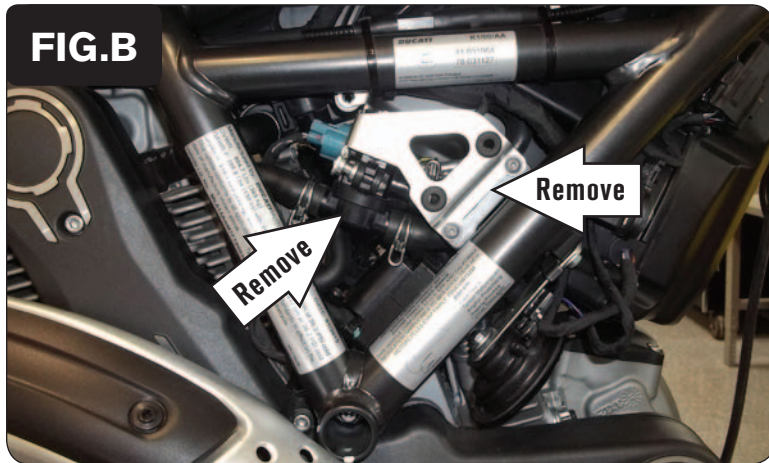
This input is for a 0-5v signal such as engine temp, boost, etc. Once this input is established you can alter your fuel curve based on this input in the control center software.

Crank-

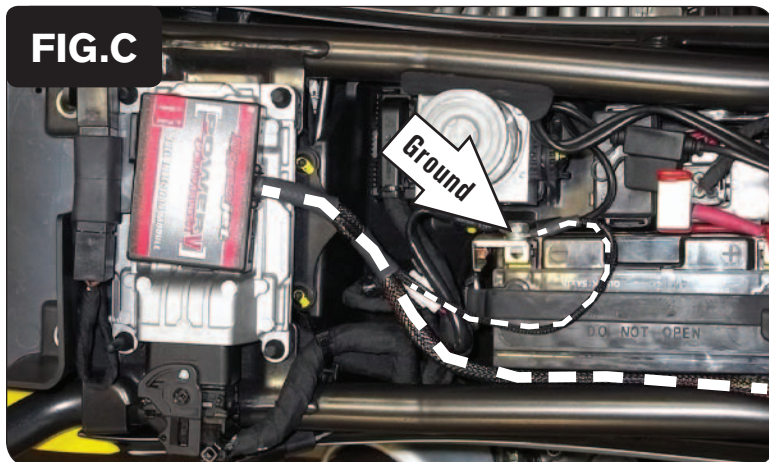
Do **NOT** connect anything to this port unless instructed to do so by Dynojet. It is used to transfer crank trigger data from one module to another.



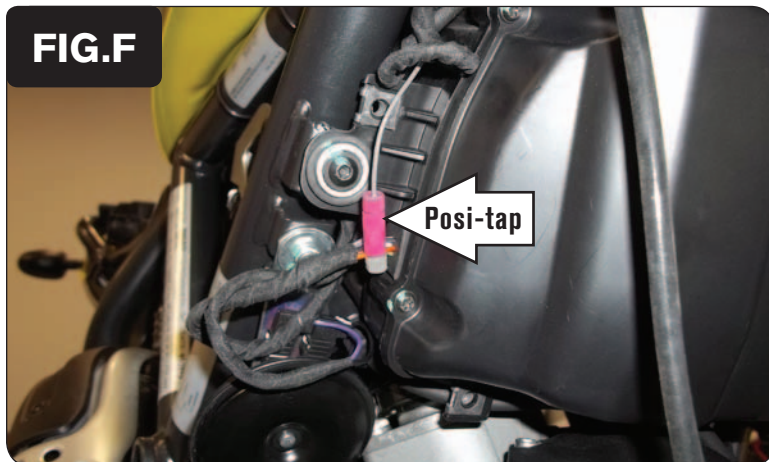
- 1 Remove the seat, the small plastic panel in the frame on the right side of the bike, and the plastic panel at the front of the fuel tank (Fig. A).
- 2 Remove the small plastic panel in the frame on the left side of the bike.



- 3 On the right side of the bike remove the PAIR valve and its bracket (Fig. B).



- 4 Secure the PCV module to the top of the bike's ECU using the supplied velcro (Fig. C).
Clean both surfaces with the alcohol swab prior to applying the velcro.
- 5 Secure the PCV ground wire with the small ring lug to the negative (-) terminal of the bike's battery.
- 6 Route the PCV wiring harness towards the engine along the inside of the right frame rail.



- 7 Route the PCV wiring harness to the opening in the frame on the right side of the bike. Keep the PCV harness inside of the frame rails.

Once there, continue routing the pair of 3-pin connectors and the pair of connectors with YELLOW colored wires of the PCV harness to the same area on the left side of the bike going straight through the middle of the bike.

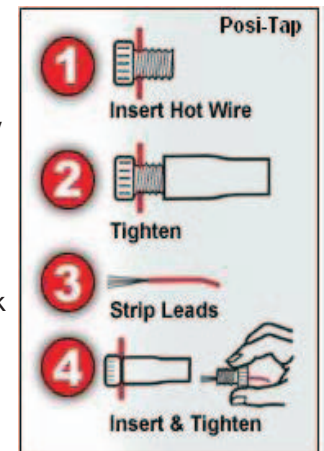
It is important to have the PCV wiring harness fully routed before making the connections. Be sure to keep the PCV wiring harness free and clear of any hot or moving parts.

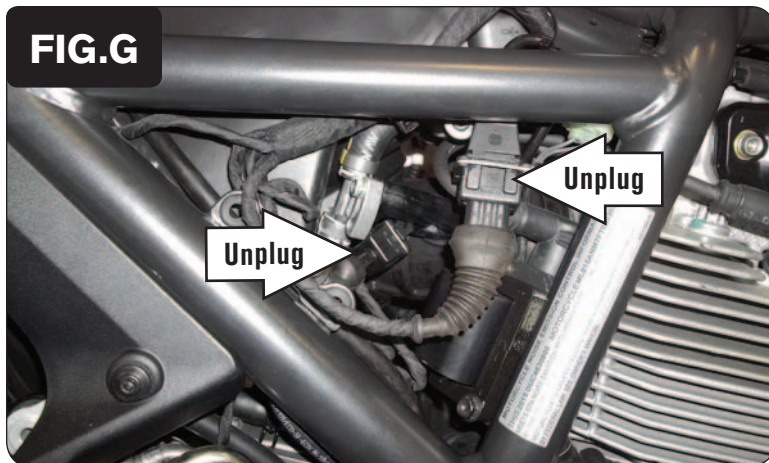
- 8 On the right side of the bike, unplug the stock connector for the Front Cylinder Fuel Injector (Fig. D).

- 9 Plug the pair of PCV leads with ORANGE colored wires in-line of the Front Cylinder Fuel Injector and the stock wiring harness (Fig. E).

- 10 Route the single unterminated GREY wire of the PCV wiring harness forward to the right side of the airbox keeping it inside of the frame rail.

- 11 Use the supplied Posi-tap, to attach the PCV GREY wire to the stock ORANGE wire right where the stock wiring goes into the airbox (Fig. F).





- 12 On the left side of the bike, unplug the Rear Cylinder Fuel Injector and the stock Crank Position Sensor connectors (Fig. G).



- 13 Plug the pair of PCV connectors with YELLOW colored wires in-line of the Rear Cylinder Fuel Injector and the stock wiring harness.
- 14 Plug the pair of 3-pin PCV connectors in-line of the stock Crank Position Sensor connectors (Fig. H).
- 15 Reinstall the PAIR valve and bracket, the bodywork, and the seat.

Tuning Notes:

This bike model is originally equipped with 2 stock O2 sensors that maintain closed-loop fuel control in the 0-20% throttle range. This makes it impossible to fine tune this same range of the Power Commander's fuel tables, unless the stock O2 sensors are disabled by flashing the bike's ECU. Typically a blanket fuel change of 0-8% across the entire closed loop range (0-20% throttle) will suffice if the stock O2 sensors are to remain active.

An optional Dynojet O2 Optimizer (sold separately) can also be added to help the performance in the closed loop area.